

Intimation.**Powell's****Alexandra
Buildings.**

**ARE
PRODUCERS
OF
THE MOST
UP-TO-DATE
TIME AND
LABOUR-SAVING
DEVICES.**

**IN
MODERN
OFFICE
FITTING.**

**FILING
CABINETS.**

**With nests of
drawers
SUITABLE FOR
Every Description
of
NUMERICAL
and
ALPHABETICAL**

FILING

**DESKS,
CHAIRS,
TABLES,
BOOKCASES,
CUPBOARDS, &c.**

PARTICULARS ON APPLICATION.

**Wm. POWELL,
LTD.
HONGKONG.**

Hongkong, 27th July, 1910.

Intimations.

All applications for Shares should be sent to the Chartered Bank of India, Australia and China before the 31st day of JULY, 1910.

**PROSPECTUS
OF****THE MERBUK RUBBER
COMPANY, LIMITED**
**(INCORPORATED UNDER THE COMPANIES ORDINANCES
OF HONGKONG).****CAPITAL.**

The Capital of the Company will be £60,000 divided into 60,000 Shares of £1 each (at exchange Tls. 9). The Directors intend to issue, for the present, only 50,000 Shares of which 10,000 will be allotted to the Vendor in part payment of the purchase money, 10,000 will be reserved for private subscription and the remaining 30,000 will be offered to the public. Tolls 5 to be paid on application and Tolls 4 on allotment.

Directors:

JOHN DUNT CLARK
HERBERT EDMUND RAILTON
ROBERT BRADSHAW MOORHEAD
FRANCIS ELLIS
KOO DE SAN

Bankers:

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Solicitors:

ELLIS, HAYS & GODFREY.

Auditors:

G. H. & N. THOMSON, Chartered Accountants.

General Managers and Secretaries:

Messrs. MOORHEAD & HALSE.

PROSPECTUS.

OBJECT OF COMPANY.—The Merbuks Rubber Company is about to be formed with the objects which will in due course appear in the Memorandum of Association, viz., to purchase and acquire the valuable property known as the Bakit Topah Estate situated in the Division of Kuala Muda in the South-western portion of the State of Kedah in the Malay Peninsula and to develop and work the same as a Rubber and Cocoanut Plantation.

LOCATION AND ACCESSIBILITY.—The State of Kedah is under British protection and has all the advantages accruing from the presence of a British Resident.

The Bakit Topah Estate, which is hereinbefore called "the Merbuks Estate," is situated two miles from the town of Semiling in Kedah, with which place it is connected by an excellent Government Road. Semiling itself, with a convenient Post and Telegraph Office, lies on the river Merbuks, by which daily communication with Penang is had by launch. On the Southern boundary lies the well-known and productive Sungai Batu Estate. It will thus be seen that the Estates not only situate in a famous rubber-producing district but enjoys peculiar facilities both for communication and transport.

EXPERT'S REPORT.—The property has been visited and reported upon by Mr. R. G. Palmer, visiting agent of the Briar, Alor Pongor and Arundel estates and formerly manager of the British estates and by Mr. J. Xavier, manager of the Victoria Estate and late Government Bailiff.

TENURE AND TITLE.—The property is held on a lease in perpetuity, which is now of long standing, and the title (which the Directors are advised is perfectly in order) to the entire property is covered by three separate documents or grants, notarially certified copies of which can be inspected at the offices of the Company's Solicitors.

AREA.—The area comprises 4,000 Acres, equal to 2,880 Acres.

SOIL.—For the most part this consists of a reddish clay, mixed with sand; it is very friable and easily worked and is particularly adapted for Rubber and Cocoanut cultivation.

BENTAL.—The annual rent on 400 Orongs is 50 cents per Orong and 25 cents (Singapore Currency) per Orong on 3,600 Orongs, which, it will be noticed, compares very favorably indeed with the \$4.00 per acre which many estates in the F.W.S. will shortly be paying.

CONDITION OF ESTATE.—Excepting 400 Orongs of hilly land under virgin jungle, practically the whole estate is open up and has once been under cultivation. Where cultivation has been suspended for some time, patches of lalling have grown, but for the most part, these areas have come up in grass and weeds which can very easily be got rid of.

DRAINAGE.—The land is mostly undulating and requires little drainage. At the time of the expert's visit, although heavy rain had been falling for two days in succession, he nevertheless remarks that there was no water anywhere in the field. A bill of exchange of excellent water, which is a great consideration in the manufacture of rubber, besides assuring good drinking water to the labour force, flows rapidly through the estate.

LABOUR.—At present there are about 100 coolies on the Estate, but the expert states that a large force is easily procurable in the immediate neighbourhood.

BUILDINGS.—The buildings on the Estate consist of a Tapioca factory, which is partly roofed with corrugated iron and partly with thatch, also two Chinese Kongou houses, twenty attap conical huts and a godown. The factory should prove useful later on as a rubber-drying shed.

SUNDRIES.—These figure as 2 carts, 30 buffaloes, and 12 bullocks.

CULTIVATION.—The expert relies on the figures supplied by the present manager, the correctness of which he accepts from appearance. A census of the trees has since been taken by Mr. Xavier the manager of the Victoria Estate and late Government Bailiff, confirming the correctness of the estimate, from which the following particulars are taken:—

| | |
|-------------------------------------|--|
| 1,785 Trees 3 years old. | |
| 5,115 " 2 " | |
| 5,312 " 1 " | |
| 10,015 " " | |
| 7,211 " Four months old in nursery. | |
| 30,553 Trees. | |
| 1,244 Trees 11 years old. | |
| 2,045 " 10 " | |
| 10,100 " 9 " | |
| 8,050 " 8 " | |
| 14,017 " 7 " | |
| 7,000 " recently planted. | |
| 41,474 Trees. | |

GENERAL.—The Para trees are mentioned as looking healthy and showing average growth. The younger cocoanuts look healthy though somewhat retarded, whereas the 4 years old trees are mentioned as being exceptionally good, as some of them are already in flower. The 10 year old trees are reported to be bearing profusely, thus affording reliable proof of the excellence of the soil.

The expert advises that the tapioca fields are planted with rubber as soon as possible, as they are mostly clear, and he observes that an energetic manager should be able to plant up 600 to 700 Acres inside twelve months at a comparatively small cost.

TIN.—The expert also states as follows:—"I feel pretty certain there is Tin on a portion of the land which it is proposed to acquire, and it will be a question for far her consideration whether boring should be attempted. If Tin should be found to exist, same would materially enhance the value of the property."

Mr. R. G. Palmer makes the following valuation:—

VALUATIONS.—28,000 Para Trees planted 20x20=180 Acres £18,000
40,000 Cocoanuts 40x4=800 9,000
1,500 Acres clear land at £5 7,500
288 Acres jungle at £1 648
Buildings, Live stock, etc. 500

TERMS OF NEW DECLARATION.**SIMPLE AFFIRMATION OF PROTESTANTISM.**

The Prime Minister's Bill for the modification of the Sovereign's Declaration of Faith was introduced on the 28th ult. and passed its first reading.

The declaration proposed to be made by the Bill is as follows:

I do solemnly, and sincerely, in the presence of God, profess, testify, and declare, that I am a faithful member of the Protestant Reformed Church by law established in England, and that I will, according to the true intent of the enactments which secure the Protestant succession to the Throne of My Realm, uphold and maintain the said enactments to the best of my powers according to law.

The declaration hitherto made by the King is as follows:

I do solemnly and sincerely, in the presence of God, profess, and declare that I do believe that in the Sacrament of the Lord's Upper

there is not any transubstantiation of the elements of bread and wine into the body and blood of Christ at or after the consecration thereof by any person whatsoever, and that the invocation or adoration of the Virgin Mary, or any other saint, and the sacrifice of the Mass as they are now used in the Church of Rome are superstitious and idolatrous; and I do solemnly, in the presence of God, profess, testify, and declare that I do make this declaration and every part thereof, in the plain and ordinary sense of the words read unto me as they are commonly understood by English Protestants, without any evasion, equivocation, or mental reservation whatsoever, and without any dispensation already granted me for this purpose by the Pope or any other authority or person whatsoever, or without any hope of any such dispensation from any person or authority whatsoever, or without thinking that I am or can be acquitted before God or man or absolved of this declaration, or any part thereof, although the Pope or any other person or persons whatsoever should dispense with or annul the same, or declare that it was null and void from the beginning.

THE PREMIER'S SPEECH.

The Premier's speech, in moving the Bill, was a lucid examination of the plan, practical facts of the situation, and of what he conceives to be the needs of modern times.

The Prime Minister in the early part of his speech expressed the hope that the Bill would be regarded as non-controversial in its character.

Brilliantly and comprehensively he traced the history of the Declaration which, as he pointed out, at its inception and for many years afterwards, had nothing whatever to do with the accession to the Throne—and indeed, the Sovereign was not required to make it.

It came into existence in 1678, when Parliament and the great mass of the population of the country was in a state almost of panic in consequence of the revelations or supposed revelations of the ramifications of the Popish plot. It was described as "an Act for the more effectual preserving of the King's person and Government by disabling Papists from sitting in either House."

The extension of the Declaration to the Crown itself did not take place until the Bill of Rights. In 1701 it was necessary to provide for succession to the Throne, and the Declaration originally framed to protect the Crown from evil councillors became extended to the Crown itself, and remained obligatory on the Crown after other persons had been relieved of it.

KING EDWARD'S WISH.

The Premier took the somewhat unusual step of requesting the opinion of the late King. He said it was well known that King Edward VII. found it a most repugnant duty to have to utter this formula directed against so many of his royal subjects.

After explaining the change proposed to be made as given above, Mr. Asquith contended that while these words could not give offence to the Roman Catholics, from a Protestant point of view they carried them the whole length that

PURCHASE PRICE.—The vendor has agreed to accept £11,500 of which £10,000 will be accepted in shares and the balance £1,500 in cash. An offer was made to the original owner to buy up his entire interest at a premium of 25 per cent, but refused by him, this fact will, it is hoped, serve as some assurance to intending subscribers of the value of the property in the opinion of the original owner.

PRELIMINARY EXPENSES.—The vendor pays all preliminary expenses including the cost of reporting on the estate, and guarantees to transfer the estate to the Company free from encumbrances. No promotion fees will be paid by the Company, but in case of any shares being underwritten the commission on such underwriting will be strictly limited to 5 per cent.

CONTRACTS.—A preliminary contract is entered into between W. Brandt, Esq. (the vendor) of the one part and John Hyslop shall of the Company of the other part for the sale and purchase of the estate, copies of Mr. R. G. Palmer's report, and Mr. Xavier's report, notarially certified copies of the title deeds pertaining to the estate and the Purchase Agreement may be inspected at the office of Messrs. Ellis, Hays & Godfrey, 3F, Pecking Road, and any person applying for shares in the Company, whether making such inspection or not, will be deemed to have notice of their contents. A draft of the proposed Memorandum and Articles of Association has been prepared and can be seen at the office of Messrs. Ellis, Hays & Godfrey.

Basing their opinion upon the foregoing facts, the Directors feel sure that the Company is about to commence as undertaken, which should prove extremely lucrative in the near future and have every confidence that, in placing these facts before the public, they are giving them an opportunity of a thoroughly sound investment.

FORM OF APPLICATION FOR SHARES.

(To be retained by Bank).

MESSRS. MOORHEAD & HALSE.

13, YUEN MING-YUEN ROAD,

General Managers and Secretaries.

DEAR SIRS,

The undersigned hereby applies for Shares of £1 (Tols. nine) each in the MERBUK RUBBER COMPANY, LIMITED, which it is proposed to register as a limited liability Company under the Hongkong Ordinances and deposits herewith Tols. being a deposit of Tols. 5 per Share. Also I agree to pay the balance of Tols. 4.00 per Share as soon as called upon.

Shanghai, 1910.

Name (in full)

Address

Profession or Occupation

Date

Signature

Hongkong, 27th July, 1910.

Auction.**BY ORDER OF THE MORTGAGEE.****PUBLIC AUCTION.**

MESSRS. HUGHES and HOUGH have received instructions to sell by PUBLIC AUCTION,

FRIDAY,

the 20th day of July, 1910, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Vaux Road Central (corner of Ice House Street), Victoria, Hongkong.

THE FOLLOWING
VALUABLE LEASEHOLD PROPERTY

situate at Victoria aforesaid, viz.:

ALL THAT PIECE or PARCEL of GROUND situate at Victoria aforesaid registered in the Land Office as THE REMAINING PORTION OF INLAND LOT No. 388 Together with the messuages thereto known as Nos. 3, 5, 7, 9, 11, 13, 15 and 17, Cross Street, 27, 29, 31 and 33, Queen's Walk and 7, 10, 12, 14 and 16, Queen's Street, Area 11,529 square feet. Term 999 years from 10th March, 1855. Appointed Crown rent £13.80.

The property is more particularly delineated on a sale plan thereof which can be inspected at the Offices of Messrs. Johnson, Stokes and Master, Solicitors for the Vendor.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,

Prince's Buildings, Ice House Street,

Solicitors for the Vendor,

or to

Messrs. HUGHES & HOUGH,

the Auctioneers,

Hongkong, 19th July, 1910.

Intimation.**CHEONG HING****HAS ALWAYS ON HAND****A LARGE ASSORTMENT OF**

CURIOS, PORCELAIN, JADESTONE

AND

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS:

WATSON'S



VERY OLD LIQUOR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

or

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PIN'S and SPLITS.

A. S. WATSON & CO.
LIMITED;

ALEXANDRA BUILDINGS.

Hongkong, 7th July 1910.

This scheme also, we believe, received the approval of the local Military authorities; but, when sent home for approval to the War Office, that body again ruled it out of court for alleged reasons of economy. It is difficult to understand such arguments against the adoption of a scheme which, on the face of it was both economical and beneficial. Besides doing away with the old unheated oil lamp, with its discomforts, it would have been the means of doing away also with the less unhealthy punkah with its secretions of dust and germs. However that may be, the War Office again refused to sanction the scheme, and it had to be dropped in consequence. Now, however, we are glad to learn that an arrangement has been made for the supply of electric current to the Victoria and Wellington Barracks from the Admiralty mess, at a cost which even the Home Government cannot cavil at; so, that the units of the Garrison quartered in those two important town stations will no longer be deprived of that which has almost come to be considered not a luxury but a necessity of every-day European life in Hongkong. Lycemoon and Stonecutters' have their own installations. In due time, no doubt, every other out-station will share with Victoria and Wellington Barracks in the benefits of an electrical supply.

LOCAL AND GENERAL.

The Siberian mail was delivered in London on 26th inst.

THE Ministry of the Interior at Peking decides to close all opium shops in the capital this year. The body of Censors in Peking have conferred together with regard to an impeachment of Viceroy Yuan Shu-hai to ask for his removal.

A NATIVE was awarded six weeks' hard labour at the Magistracy this morning for stealing a gold chain, two silver cups and a blanket from a European's house at Tsim-tsa-tsui.

MR. F. W. Norah, consulting engineer to the Peking Syndicate, Ltd., returned home by the P.M.S. Korea on Wednesday, after having visited Northern China on a special mission.

THE native bankers in Peking have formed an association ostensibly to assist in carrying out the new currency scheme, but really to oppose the new currency.

JAMES Buchanan, an unemployed seaman, was charged before Mr. E. R. Halifax at the Magistracy this morning with the alleged larceny of 50 cents from a money-changer's shop. The case was remanded.

A SZECCHUAN telegram says that the villagers in Meichou have opposed the opium suppression and smashed the Prohibition Office. The Prefect has been dismissed from office owing to his incapacity, and many of the rioters have been arrested.

MR. S. Rampton Jones, assistant to Messrs Osborne and Chappell, whilst boring on his own land near the Tropob mines proved a bore, averaging six feet and going 35 fathoms per cubic yard and averaging from top to bottom seven fathoms. It is believed he has discovered one of the Tronch leads.

On the voyage out, the saloon passengers of the *Trieste* collected Rs. 500, the deck passengers Rs. 65 and the officers and crew Rs. 220 for the widow of the second engineer of the *Loughor Grange*. The *Times of India* has opened a subscription list for the purpose and in a few days it had reached Rs. 5,000.

ACCORDING to a news dispatch the deputies sent by the Ministry of Finance to inspect conditions in regard to poppy plantation have returned to Peking, and reported that in most of the provinces the opium prohibition is carried out in a perfunctory manner, that in many places opium houses are still opened and that the poppy plantation cannot be suppressed without great difficulty.

REPLYING to a deputation in reference to the double income tax paid by companies that have their head-quarters in England, but operate in the Colonies, Mr. Lloyd George, Chancellor of the Exchequer, said that a concession would mean a tremendous inroad on the Treasury. The whole question was whether the Motherland, or the Colony should surrender the tax. Until an arrangement was concluded he thought it hard that England should be asked to surrender her rights.

MEIJI FIRE INSURANCE CO.

ANNUAL REPORT.

The directors' report for the year ending 31st March, 1910, states:—

The premiums collected during the year, after deduction of re-insurances, amount to Rs. 1,17,68,948. The losses, after deduction of re-insurances, amount to Rs. 1,02,374,766. The balance of the working p/c for the year amounts to Rs. 1,17,896,675. Loss reserve for unexpired risks at the 31st March, 1910 Rs. 1,39,300,000.

Net profit of the year Rs. 59,675.

The directors recommend the sum of Rs. 50,596,675 to be appropriated in the following manner:

Dividend of 20% to shareholders Rs. 50,000,000 Bonus to directors and addressees Rs. 5,200,000 To reserve fund Rs. 25,396,675

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BRITISH ENTERPRISE IN OIL

EXPANDING MARKETS.

MOMENTOUS CHANGES WHICH WILL STIMULATE THE PETROLEUM INDUSTRY.

One of the features in the Oil Share Market is the very sectional character of public investment. As yet, the average investor—the term is not an exact one, but it may serve—has hardly begun to think about investing in the shares of companies whose object is petroleum exploitation, and the shares of oil companies quoted on the London Exchange are only bought and sold in by a limited number of investors and operators. So that the market is confined to narrow limits.

The outlook for oil enterprise, however, is undoubtedly good at the present time, notwithstanding the low prices at which crude oil and its products are now being sold. As to the demand for crude and the prices at which the several descriptions can be bought—it may be noted that anything approaching uniformity is, of necessity, out of the question. The price of crude oil is certain to vary, and to vary very considerably, for two distinct reasons, if not more. There is the local supply and demand, and the world's supply and demand.

It is hardly necessary to say that when on a given field some big well is brought in which affords a great addition to the local stock of petroleum the market for some distance around is apt to be abruptly depressed. Indeed, there have been cases where the price of crude in such circumstances has become a minus quantity, the difficulty being to avoid the damage and inconvenience caused by literally a flood of oil. In the markets of the world the price of crude varies according to the particular quality of the product and the incidence of the distribution and marketing.

EXPANDING MARKETS FOR OIL.

As has been frequently pointed out, the glut of oil in California, though at one time presenting threatening aspects to the producing companies, has been largely overcome by the energetic way in which markets have been found for it as fuel, both on land and at sea. The low price of crude petroleum at the present moment is rather a bull point in the prospect of the industry. It has brought home the fact in the most convincing of all ways to thousands of consumers, and thousands more of possible consumers, that the quantity of petroleum in the world actually won and available is quite unprecedented—that the supply can be drawn from such a wide area and from sources so entirely independent of each other that the permanence of the supply is to be relied upon with much more confidence than has ever been the case in the past. We see the result of all this in the use of oil as fuel on a constantly ascending scale, representing values far beyond anything which has ever been seen before, and still expanding at a rapid rate from year to year. Both in Mid-Europe and in North America great railway systems are being run mainly on oil-fuel—more efficiently, more easily and more economically than they could possibly be operated with any other kind of fuel, including even the very best coal.

MANUFACTURED PRODUCTS.

Concerning the manufactured products, from petrol down to residues, the position is altogether a different one and, it must be admitted, not altogether quite so satisfactory from the producer's point of view. Just recently there seems to have been an impression on the London Stock Exchange that the price of petrol has been raised independent of the British duty under the last Finance Bill. This, however, is not the case. The price of petrol to the consumer has of course been increased, as was necessary in the circumstances, but, apart from the duty, to far from the price being raised, it has, if anything, been slightly eased as compared with the quotations before the new impost came into force. It is pretty generally admitted that there is considerable difficulty in producing profit under normal conditions, with the markets at their present level, to show any appreciable profit, and a great many refiners are being run on an unremunerative basis, merely because the stress of competition is so great that there is no alternative between operating the plant to just cover expenses or shutting down altogether. But this state of affairs brings in a whole host of questions connected with the rivalry of the different interests in the trade, which are essentially apart from the oil-mining industry as such.

THE IMPORTANCE OF PERSONNEL.

When a newly-found oil deposit is taken in hand by a group of companies, and more or less successfully exploited, the question of the exact price which may be obtained for the oil is, after all, of secondary importance. In a way, there is a certain comparison between the finding of oil and the finding of the precious metals. If they can be found in quantities in ground of sufficient richness, the owners of the mine need not worry overmuch as to fluctuations in market price. The one great thing is to find the oil, of decent quality and in sufficient quantity. And in this matter the conditions under which oil enterprises are now started, and got to work are very different from what they were in the early days. Although even the most expert oil geologists may be deceived as to appearances, it is now comparatively easy to effectually test an alleged oilfield, and if the deposit is there to get to it quickly, and take all needed precautions in the way of storage and transport. So that on the pioneer side of the subject one may say with confidence that risks are being reduced, and the chances of downright disaster occurring to any well-managed company are substantially less than was the case only a very few years ago. In considering the question of whether a given oil proposition is worth considering as an investment by the outsider, a great deal depends on an adequate acquaintance with the personnel of the company. This is one of the points where the investor is at most risk than not quite in the dark. But the facilities which now exist are such that any would-be-investor in oil-shares can, as a matter of fact, acquire almost without much difficulty. It is all the more necessary to bear this in mind, as

in the oil industry there is undoubtedly an unpleasantly conspicuous section, consisting of promoters, concession-mongers and share manipulators, whose misdirected energy is occasionally only too successful. The public have a glimmering idea that this is so, and many are disposed to tar everything with the same brush. As a consequence, a great many really golden opportunities are lost.

Without entering into particulars concerning the principal petroleum fields of the world, one may say there are numerous companies operating at this present day that have a magnificent prospect before them. The work on which they have embarked has no royal road to success and their path is certain to reveal unexpected obstacles and difficulties of greater or less seriousness but, admitting that oil-mining is work which always, even under the best conditions does carry certain peculiar risks, there is a wide choice of undertakings whose position is sufficiently good to attract even the cautious investor. Some of these companies offer an assurance of substantial profit, with perhaps less unavoidable risk than those connected with the mining of minerals of any other kind under the most favourable conditions.

NEW USES FOR PETROLEUM.

On the marketing side of the business the scope which is opening up for petroleum is so extended and applies to such an immense variety of purposes that it is well-nigh impossible to exhaust the subject, even if it were reduced to schedule form. Detrimental as the competition in both crude and refined oil still is, this much may be said—that in the refining business the keenness with which different interests have sought to extend their operations to create and to nurse any likely market has undoubtedly helped to the solution of many manufacturing problems, and carried forward the work of applying the products to a number of new uses and applications. Taking even the elemental question of fuel, there can be no manner of doubt that, should it turn out that crude oil can be produced in sufficient quantities to in any way meet the demand—and the evidence in accumulating that that will happen—the future use of crude, not only as fuel in furnaces, but as fuel in internal combustion engines, is almost beyond imagination in certain engineering directions the building of engines expressly for the use of heavy oils to the best advantage is being pushed forward in a very remarkable way. In the opinion of many engineering experts, the oil-engine will, in the near future, displace the steam-engine for all the principal purposes for which the latter is used. Already, in connection with the electrical industry, oil-engines have established a firm position, and have fully justified their introduction.

The feeling of electrical engineers on that subject has entirely changed during the last decade, and the doubts which formerly prevailed as to the reliability and suitability of internal combustion engines for electrical power purposes have practically disappeared. In numerous other directions oil-engines of great power, running into thousands of horsepower, are now in regular use, and giving entire satisfaction, where only a few years ago nothing but a steam-engine would have been considered for a moment. Not only that, but we are at the beginning of a period when internal combustion engines will displace steam for locomotive power on railways. The experimental stage in this direction is well-nigh over. In this country the few oil-motors actually in use on railway cars, though they are believed to have been quite successful, are of small power, but on the Continent railway trains are being regularly worked with oil-motors, in conjunction with an electric drive. This system is practically certain to make headway, and when the general adoption of oil in this connection takes place it will involve a mechanical revolution of prodigious importance. In short, the world's demand for petroleum in all its varied forms is certain to expand indefinitely, always providing that the world's supply will remain at least for a number of years—a sufficient number of years—adequate and reliable. On that point there are still diverse opinions, but the great majority of oil-men who have had the best opportunities of forming a trustworthy opinion hold to the belief that the deposits of petroleum adapted for commercial exploitation yet to be found will put into the shade everything which has yet been discovered. If this proves to be true, it may be assumed that, within the boundaries of the British Empire there are petroleum deposits of extent which it is impossible even to guess at, but which will figure largely in the future as the basis of world-wide industries, and contribute immensely to the economic development of the Empire.

WORLD-WIDE ACTIVITY.

The facts here briefly alluded to, may well be studied with some attention by British investors. And it is a position where prudence may be fatal. Among the undertakings shared in which can, at the present moment be bought at a comparatively low figure are those which may, in the course of the next 12 months, be in a very different position. The activity going on in every continent is most notable. In the States one just hears that on the Eastern petroleum field the returns indicate the greatest number of completions recorded for that year. In West Virginia the record has been broken in the way of development work, and high expectations are encouraged by the remarkable strikes of oil in Louisiana. Although in California there has been a rapid increase in stocks as a result of the enormous output, and the storage is now approximately 35,000,000 barrels, there appears to be no anxiety as to obtaining a market, and storage facilities are being fast extended. On this side of the world the exploitation of the Russian deposits is being pushed forward with great vigour, and it appears certain that the output will grow year by year for an indefinite period. In our own Colonies an immense amount of work is being done, and in more than one case with the most hopeful results. Altogether, there was never a time when there was such activity in the search for, and the exploitation of, petroleum deposits. Consequently, it follows that the opportunities for discreet investments are numerous, but the advertising must be based upon—*The Friend*.

COMMERCIAL.

July 27th, 3 p.m.
The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadouris & Co.—
Allagash 6/6
Anglo-Javas 11s. 15
Anglo-Malaya 12/6
Balownies 18
Batu Tiga 12/
Bortoms 12/
Bukit Kelangs (p.p.) 6/1
Bukit Rajah 12/
Carey Uniteds 26/- prem.
Castilefields 12/0
Changkat Serdungs 5/4
Cheras (par paid) 9/3
Do. (fully paid) 5/6
Damansara 16/6
Eastern Internationals 28/- prem.
Fed. Selangors 12/
Golden Hope 12/
Highlands and Lowlands 12/0
Indragiris 6/5
Jacob Kenneths 12/
Jequies 12/
Jonglandors 6/6 prem.
Kamuning 6/6 prem.
Kuala Lumpur 19/6
Landrons (fully paid) 12/
Landrons (p.p.d.) 12/
Labs 8/3
Lodburys 5/7/3
London Asiatics 14/6
London Ventures 7/
Merlimau 8/
Pajams 8/7
Pegohs 8/7
Rubber Trusts 35/- prem.
Saggars 33/0
Sandycrofts 33/5 cum div.
Sapongs 12/
Seafields 12/6 prem.
Selkongs 3/6 prem.
Singapore & Johores 16/
Somatra Paras 15/5
Soogel Chobs 12/6
Soogel Kapars 6/3
Tandjongs 50/- prem.
Tangkals 23/6 prem.
Teerangle 2/- prem.
Ulu Rantu 12/
United Sarawak 12/6
United Singapores 5/
United Sumatras 12/
United Langkats 8/3
Para Rubber 9/3

DIVIDENDS AND REPORTS,
Penang, July 20.
A special London cable states that the Prysor estate has declared a dividend of ten per cent.
The Eastern International Trust declares a two shilling dividend, writes off preliminary expenses and carries forward £2,642.
Vallambrosa report states that its rubber fetched an average of 8/3d and was produced at a cost of 4/1d per pound.
The profit for the year was £126,984. There is carried forward £5,073.
The estimate of this year's crop is 435,600 lbs.

VALUABLE CARGO SHIPPED.

FALSE DECLARATION OF WEIGHT.
Papers in the case of Lam Sung Wan, a Chinese merchant of Iloilo whose shipment of 210,000' worth of rice, salt and soap was confiscated at that port, have reached Collector of Customs McCoy from Edward C. Crick, acting collector at Iloilo, says the *Manila Times*. For several months the customs authorities have been watching certain Chinese firms in Iloilo who have been suspected of systematically falsifying values and weight on shipments received at that port.
For a long period these firms have kept within the law, and have declared weights that have been only really 8 or 9 per cent more than the scales showed.
The law which will allow confiscation prescribes that confiscation can only be made when the weights of values are at least 10 per cent more than the declared amounts.
After the seizure in this case, which virtually amounts to a fine, eleven Chinese firms in Iloilo went voluntarily to the customs authorities and admitted that they had falsified weights and values on all their shipments that had arrived on the steamer *Hoihong*.
Chief Wilson, of the service bureau of the customs at Manila, and Mr. Cook, special customs agent, are now in Iloilo investigating charges brought against the firms and other cases of a similar nature that have been under investigation at that report.

Events Coming.

Wednesday, 27th July.
Band Concert, Public Gardens, 9 p.m.
Friday, 29th July.
Auction sale, valuable, leasehold property, Hughes and Hough, 3 p.m.
Saturday, 30th July.
Wm. Powell's meeting, at noon.
Monday, 1st August.
Bank holiday.
Tuesday, 2nd August.
Land Sale of Crown Land Macdonnell Road, at P.W.D., 3 p.m.
Wednesday, 3rd August.
Meeting, Licensing Board, 2-5 p.m.
Thursday, 4th August.
Legislative Council meeting, 2-30 p.m.
Saturday, 6th August.
Gymkhana, Race Course.
Tuesday, 9th August.
Hongkong, Canton and Macao Steamboat Co. half-yearly meeting, 9 p.m.

To-day's Advertisements.

BANK HOLIDAY.

In accordance with Ordinance No. 6 of 1871, the EXCHANGE BANKS will be CLOSED for the transaction of Public Business on MONDAY, 1st August, Hongkong, 26th July, 1910. [507]

IN THE MATTER OF THE COMPANIES' ORDINANCE, 1865;

AND

IN THE MATTER OF THE VIENNA CAFE CO., LTD. (in Liquidation).

DIVIDEND OF 67 PER CENT.

NOTICE is hereby given that a First and Final Dividend of 67 per cent. has been declared in this matter, and that the same may be received at the Office of Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, Hongkong, on the 3rd day of August, 1910, or any subsequent date between the hours of 10 A.M. and 1 P.M. On applying for payment Creditors must produce the NOTICE posted to them together with Security held by them (if any).
A Statement showing the amount available for Unsecured Creditors has been posted to these Creditors whose claims have been admitted.

A. R. LOWE, C.A., Liquidator.
Hongkong, 27th July, 1910. [505]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE

THE Company's Steamship

"LAISANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo, impeding the discharge or remaining on board after 4 P.M., the 27th inst., will be landed at Consignee's risk and expense. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers. Hongkong, 27th July, 1910. [506]

FROM EUROPE.

THE H. A. L. Steamship

"SAXONIA," Captain Bible, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd August, at 1.30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th August, or they will not be recognised.

No Fire Insurance has been effected.

ARNHOLD KARBERG & CO., Agents. Hongkong, 27th July, 1910. [508]

NORDDEUTSCHE LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG," having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of August, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO
Ex.s. Pennsylvania from New York.
"Sina" from Sutubal.
"Kale" from Sia Tin.
HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 27th July, 1910. [506]

KING OF THE SOUTH SEAS.

MR. H. WALHALLEN MISSING.

The *Caledonian American* of 24th inst. says:—
The steamship *Prins Waldemar*, which arrived yesterday brought the news of the disappearance of Henry Walhalen of Maroo, Hermit Islands. It appears that Mr. Walhalen left early last June in a small sailing vessel together with four other Germans and about fifteen natives for the purpose of exploring the neighbouring smaller islands for phosphate deposits. At the time the *Prins Waldemar* called at Maroo, on July 14, Walhalen's secretary, fearing that an accident had befallen the "p'ry," requested the captain of the steamer to call at some of the islands en route to Yap to ascertain the whereabouts of the party.

Inquiry at Durour island showed that Walhalen and his party had left there on June 13 for Allison island. At the latter place the natives said that nothing had been seen of them there.

Rudolph Walhalen, at present in Europe, was notified by cable from Yap, as it is feared that an accident has occurred to the schooner and hope is practically abandoned of their being found. Mr. Rudolph Walhalen is the owner of the Hermit Island and in fact of 133 islands in the South Seas of which the principal industry is copra. Just before leaving for Europe recently he consummated the purchase of the Forsyth family interests in the South Seas for a price in the neighbourhood of a million dollars. He may be said to be entitled the "King of the South Seas."

To-day's Advertisements.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

M. GEO. P. LAMMERT has received instructions to sell by PUBLIC AUCTION, on THURSDAY, the 11th day of August, 1910, at 3 o'clock in the afternoon, at his Saleroom in Duddell Street, Victoria, Hongkong, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, situated at Victoria aforesaid, viz.: ALL THAT PIECE OR PARCEL OF GROUND situate at Victoria aforesaid registered in the Land Office as INLAND LOT No. 107—Together with the messuages thereon known as Nos. 39, 41, 43, 45 and 47, Hollywood Road and Nos. 50, 52, 54, 56, 58, 60 and 62, Lyndhurst Terrace, Area 9,112 square feet. Term 999 years from 1st May, 1854. Annual Crown rent £5.

The Purchaser of the property can obtain an advance on Mortgage thereof to the extent of \$100,000 on application to Messrs. Johnson, Books and Master, the Vendor's Solicitors.

For further particulars and conditions of sale, apply to Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Solicitors for the Vendor, or to Mr. GEO. P. LAMMERT, the Auctioneer. Hongkong, 17th July, 1910. [509]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S. S. "WELSH PRINCE," FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of August, at 1.30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of August, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th of August, or they will not be recognised.

No Fire Insurance will be effected.

ARNHOLD KARBERG & CO., Agents. Hongkong, 27th July, 1910. [508]

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertakers and Executed. SHEWWAN, TOMES & CO., General Managers. Hongkong, 10th March, 1910. [510]

SAVE YOUR HEALTH

drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles 50.50
Dosen 3.25
Case 12 Bottles 11.50
" 60 " 13.20

SOLE AGENTS:

"FRENCH STORE."

Hongkong, 18th July, 1910. [507]

This Whisky is from the Distillers Company, Limited, of Scotland, and is one of their most famous Brands.

The Whiskies of the Distillers Company, Limited, are noted all over the World over for their superior quality, and for their mellowes and maturity.

SOLE AGENTS,

H. PRICE & COMPANY, LTD., 12, Queen's Road Central, Hongkong.

Telephone No. 135.

Wednesday, 27th July, 1910.

Intimations.**KIDNEYS.**
AUSTRALIAN SHEEP'S KIDNEYS.

at 60 cents per doz.

DAIRY FARM CO., LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS". These Celebrated waters are used in the manufacture of our beers.

Purity guaranteed.

Note Price List—

"ASAHI" & "SAPPORO" Beer.

per case a dozen qts.

\$12.00

per case 8 dozen qts.

\$13.50

(To be obtained at all Retailers.)

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a regular schedule service of 12 days YOKOHAMA to VANCOUVER, 21 days HONGKONG to VANCOUVER SAVING 5 to 7 days ocean travel.

Proposed sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Quebec.

"EMPEROR OF JAPAN" FRIDAY, AUGUST 6TH.

"MONTEAGLE" SATURDAY, AUGUST 16TH.

"EMPEROR OF CHINA" FRIDAY, SEPTEMBER 23RD.

"EMPEROR OF INDIA" SATURDAY, SEPT. 17TH.

"EMPEROR OF JAPAN" FRIDAY, OCT. 14TH.

"MONTEAGLE" SATURDAY, OCT. 8TH.

TUESDAY, NOV. 8TH.

"Emperor" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Emperor of British" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded second to none on the Atlantic. The "Emperors" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £75.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Travellers Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
L. W. GRADDICK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For Steamship

On

SINGAPORE, PENANG & CALCUTTA, NAMSANG* THURSDAY, 28th July, Noon.
MANILA YUENSANG* FRIDAY, 29th July, 4 P.M.
TIENTIN VIA WEIHAIWEI CHEONGSHING* SUNDAY, 31st July, Daylight.
SHANGHAI KWONGSANG* SUNDAY, 31st July, Daylight.
MANILA LOONGSANG* FRIDAY, 5th Aug., 4 P.M.
SHANGHAI, KOBE & MOJI FOOKSANG* FRIDAY, 19th Aug., Noon.

RETURN TOURS TO JAPAN (OCCURRING 14 DAYS):

The steamers Katsuo, Nansan and Fookang leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Nowchowang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.,

Telephone No. 215, Hongkong, 27th July, 1910.

General Manager.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

V.O.R. STEAMERS. TO SAIL

SHANGHAI CHINHUA 28th July, 4 P.M.
AMOY, CHEFOO & NEWCHWANG PAOING 28th " 4 P.M.
SHANGHAI ANHUI 31st " Daylight.
MANILA TEAN 31st and Aug., 3 P.M.
TIENTIN KURICHOW 31st and " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WHIST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANU"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fan in State rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIANTIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State rooms and Dining Saloon.

SHANGHAI LINE.

FAST SOURODE TWIN-SCREW STEAMERS (Asahi, Chemoo, Liwan, Chihwa,) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Youghas and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares: \$45 single, \$90 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 16, Hongkong, 27th July, 1910.

AGENTS.

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HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | To. | Sailing Date. |
|------------|-------|-----------|--------|-------------------------------|
| ROBIE | 5549 | R. Rodger | MANILA | SATURDAY, 30th July, at Noon. |
| ASTRO | 5540 | A. Price | " | SATURDAY, 6th Aug., at Noon. |

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

Hongkong, 27th July, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Concealing at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

| For | Steamers | G. Tonnage | Leaves |
|---|---|---------------|---------------------------------|
| TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA | "CHICAGO MARU"..... Capt. I. Goto | 6,183 | WED'DAY, 10th Aug., at Noon. |
| TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA | "TACOMA MARU"..... Capt. H. Yamamoto | 6,178 | WED'DAY, 7th Sept., at Noon. |

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE,

For

Steamers

Leaves

| | | |
|--------------------------------------|--|------------------------------------|
| ANPING via SWATOW and AMOY | "JOSHIN MARU"..... Captain Y. Yamamoto... | WEDNESDAY, 3rd Aug., at 10 A.M. |
| SHANGHAI via SWATOW, AMOY and FOOHOW | "BUJUN MARU"..... Captain Y. Fosho | THURSDAY, 4th Aug., at 10 A.M. |
| TASMUI v. SWATOW & AMOY | "DAIGI MARU"..... Captain H. Muruyama | SUNDAY, 31st July, at 10 A.M. |

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 25th July, 1910.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS FOR STRAITS, Ceylon, Australia, India, Aden, Egypt, Mediterranean Ports, Plymouth and London.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SCOTCH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"

Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th August, 1910, at 11 A.M., taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mongollus," 9,305 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Himalaya," due in London on 16th September, 1910.

Packets will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 25th July, 1910.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUZ CANAL

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:

S.S. "GHAZEE" On 30th Inst.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 6th July, 1910.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'S Steamer

"ASSAYE"

FROM BOMBAY, COLOMBO AND STK. ITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown. Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on board—

From London, &c., ex.s.s. "Marmora,"

From Calcutta, ex.s.s. "Nyana,"

From Persian Gulf, ex.s.s. "I. S. N. and B. & P. S. A." Co.'s Steamer.

RUBBER STATE RETURNS.

| | May June Total |
|--|-----------------------|
| Alliger | 3,100 3,600 14,900 |
| Alor Pongu | 1,870 2,000 3,030 |
| Alma | 600 700 1,300 |
| Anglo Malay | 47,953 42,783 298,765 |
| Ayer Kunib | 833 |
| Ayer Molek | 1,881 5,077 |
| Ayer Panas | 500 900 |
| Balgowrie | 9,778 9,775 51,957 |
| Bantang | 1,716 1,918 9,074 |
| Batu Caves | 12,256 13,034 56,077 |
| Batu Tiga | 6,622 7,689 37,491 |
| Bertam | 9,750 51,838 |
| Beverlack | 8,643 42,202 |
| Bikam | 785 1,166 8,081 |
| Birch | 550 900 1,100 |
| Bukit Kajang | 3,824 4,993 17,054 |
| Bukit Rajah | 30,700 23,812 205,895 |
| Bukit Lintang | 5,320 3,800 17,470 |
| Bukit Timah | 213 779 942 |
| Bukit K. B. | 300 |
| Carey United | 12,000 11,800 51,050 |
| Castlesfield | 3,030 5,700 17,742 |
| Changkat Serdang | 3,003 3,329 45,918 |
| Changkal Salak | 901 952 2,301 |
| Cicely | 17,040 49,671 |
| Consolidated Malay | 20,913 10,984 |
| Galedora | 17,687 21,000 69,447 |
| Clunior | 630 630 |
| Chersonesos | 2,122 |
| Damansara | 27,863 37,011 133,772 |
| Edinburgh | 6,400 6,400 37,750 |
| Federated (Selangor) | 10,527 49,028 |
| F.M.S. Rubber | 31,873 28,670 92,447 |
| Gedong | 13,500 14,600 52,100 |
| Glossary | 1,621 1,853 9,703 |
| Glossholt | 3,170 3,897 15,101 |
| Golden Hope | 5,877 2,956 27,916 |
| Golconde | 1,706 55,934 |
| Harpden | 6,810 24,930 |
| Heawood | 927 928 1,809 |
| Hill & Lowlands | 3,643 37,471 20,537 |
| Ioch Kenneth | 14,428 11,31 77,648 |
| Jugra | 9,671 10,014 35,295 |
| Jobong | 18,500 19,300 102,140 |
| Kapur Par | 36,075 |
| Kinausung | 7,171 7,052 101,827 |
| Kempsey | 1,095 |
| Kepong | 2,750 10,414 |
| Kota Tleggi | 680 1,840 |
| Kuala Klang | 2,012 8,677 |
| Korau | 2,076 2,076 |
| Krian Rob. Est. | 1,870 1,053 |
| Kuala Lumpur | 18,550 41,200 256,610 |
| Lubo | 17,18 10,134 89,358 |
| Ludford | 37,178 37,753 181,711 |
| Ludbury | 9,609 9,544 52,007 |
| Luggei | 61,500 63,000 365,000 |
| London Atlantic | 12,656 12,330 61,068 |
| Malacca Plant | 21,000 21,300 37,500 |
| Merton | 1,767 1,012 5,461 |
| North Hummock | 2,189 23,783 |
| Nova Scotia | 8,480 10,100 34,630 |
| Pajam | 3,400 3,000 19,050 |
| Pataling | 27,057 27,448 151,740 |
| Pegoh | 3,261 3,570 18,116 |
| Perak Plant | 10,350 47,840 |
| Port Dickson | 630 571 3,459 |
| Radalla | 1,017 1,017 |
| Fembila | 671 611 4,773 |
| Ribo Rubber | 5,613 4,094 20,631 |
| Rubana | 10,000 12,500 55,720 |
| Ratau | 1,490 1,575 5,704 |
| Riber Growers Assoc. | 2,404 3,081 15,580 |
| Sengat | 6,005 7,000 33,025 |
| Selabe | 5,786 5,586 26,920 |
| Sengel Choh | 3,930 4,606 21,980 |
| Sengel Kapar | 16,500 83,800 |
| Sandcroft | 5,305 6,282 39,743 |
| Seafield | 14,374 16,085 74,506 |
| Selangor | 12,270 186,152 |
| Seremban | 31,116 34,087 176,670 |
| Senawang | 6,000 5,772 25,676 |
| Shalford | 6,700 7,901 36,101 |
| S'pore & Johor | 10,056 11,875 52,966 |
| Singapore Para | 4,050 4,900 28,050 |
| Straits Rubber | 21,000 24,700 146,180 |
| Sungai Selak | 2,103 2,012 11,331 |
| Sungel Way | — 6,208 6,208 |
| Telok Anson | 630 535 1,155 |
| Tali Ayer | 11,300 13,100 56,800 |
| Talifgar | — 260 321 851 |
| Tiong | — 2,160 |
| United Singapora | 1,420 1,610 6,490 |
| United Sumatra | — 4,510 4,510 |
| Vallombrosa | 50,000 53,500 212,737 |
| [All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates returns for which are above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.— <i>Singapore Free Press.</i>] | |

SHIPPING AND MAIIS.

| | MAIIS DUE. |
|--------------------------------|------------|
| Canadian (Empress of Japan) | 20th Inst. |
| Indian (Latank) | 20th Inst. |
| American (Siberia) 1st prox. | |
| American (China) 3rd prox. | |
| American (Manchuria) 8th prox. | |
| American (Asia) 23rd prox. | |

The C. P. R. Co.'s *Empress of India* left Yokohama on 26th Inst., at noon, for Vancouver and Victoria, B.C.

The ss. *Kyo Maru*, from South American and Mexican ports, arrived at Yokohama on 25th Inst.; she is due to arrive here on 16th prox.

The P. M. S. Co.'s *Asia* sailed from San Francisco on 26th Inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, and Shanghai, and due to arrive at this port on 23rd prox.

THE WEATHER.

On the 27th at 12 o'clock—the barometer has risen slightly over the Bonins, and fallen moderately to slightly over N.E. Japan, S.W. Japan, the Loochoos and China.

The depression is now situated to the E.S.E. of the Loochoos. It continues to move towards N.W.

Pressure remains high over the Pacific to the E. of Japan, and relatively low over N. China. Light to moderate S.W. and W. winds may be expected in the Formosa Channel and along the S. coast of China.

FORECAST.

1.—Hongkong and neighbourhood, W. and S.W. winds, light to moderate; fine.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lantau, same as No. 1.

Shipping.

Tjiluwong, Dutch s.s. 2,051, Pander, 27th July—Amoy 20th July Gen.—J. G. L. Empire, Br. s.s. 1,824, P. T. Holmes, 27th July—arrived via Manila 28th June Gen.—G. L. & Co.

Chinhuia, Br. s.s. 1,450, A. R. Harris, 27th July—Canton, 26th July Gen.—B. & S.

Singapore, 21st July Gen.—H. A. L.

Welch Prince, Br. s.s. 2,134, A. B. W. Shepard, 27th July—New York 8th June Gen.—A. K. & Co.

Haitian, Br. s.s. 1,182, J. W. Evans, 27th July—Hoangho and Coast Ports 26th July Gen.—D. L. & Co.

Taisang, Br. s.s. 1,544, G. H. Matthews, 27th July—Salon 23rd July Rice.—J. M. & Co.

Kalipu Maru, Jap. s.s. 3,070, S. Suds, 27th July—from Moli Coal—Mitsubishi & Co.

Rainbow, Am. cruiser 6,026, Lieut. A. C. Stoll, U.S.A., 27th July—from Manila B.C. 24th July.

Anbol, Br. s.s. 1,350, J. B. Harris, 27th July—Shanghai 24th July Gen.—B. & S.

Daiji Maru, Jap. s.s. 844, H. Murayama, 27th July—Swatow 26th July Gen.—O. S. K.

Gharre, Br. s.s. 1,242, D. A. Cave, 27th July—Shanghai 24th June Gen.—D. & Co.

Ulv, Nor. s.s. 285, Y. Pedersen, 27th July Canton 26th July Beans.—Aagaard Thoresen & Co.

Clearances at the Harbour Office.

Chinatown, for Canton.

Saiwan, for Shanghai.

Chewchow, for Malachow.

Roklas, for Swatow.

Wuhsa, for Shanghai.

Amful, for Canton.

Kaiting, for Hilo.

Taihang, for Hankow.

Departures July 27.

Hainan, for Swatow, for Shanghai.

Devonshire, for Hobnail.

Prince Waldmar, for Yokohama.

Kwangtung, for Canton.

Chongming, for Canton.

Chongsha, for Fuzhou.

Palat, for Bangkok.

Hainan, for Swatow.

Amiral Hamlin, for Japan.

Shipping Reports.

Str. Hainan, from Swatow:—Light to moderate S.W. wind and fine weather.

Str. Saxonica, from Singapore:—Beautiful weather, smooth seas, exceptionally smooth.

Str. Empress, from Australia via Manila:—Moderate winds and weather prevailed on Australian coast. Thursday listed being reached on July 14th. The Empress left Timor on July 18th and Manila on July 22nd light wind and fine weather prevailed throughout.

VESSELS IN PORT.

SHAMWA.

Cadillac, Br. s.s. 5,002, McKay, 19th July—New York and May Petroleum—Standard Oil Co.

Chiyana, Chi. s.s. 1,177, C. Stewart, 26th July—Canton 25th July Gen.—C. S. N. Co.

Driftar Nor. s.s. 1,103, A. Anson, 24th July—Bangkok 18th July Gen.—O. S. S. N. Co.

Glenfarg Br. s.s. 3,450, W. L. Hartwell, 23th July—Manila 18th July Gen.—T. & C. Jones Ballast—S. T. & Co.

Hikosan Maru, Jap. s.s. 3,025, Yamashita, 23rd July—Vilka 17th July Coal—M. B. K. Hoa, Fr. s.s. 747, Farier, 8th May—Hobart 5th May Gen.—M. & Co.

Kaga Maru, Jap. s.s. 1,800, Kitao, 26th July—Wakamatsu 10th July Coal—M. B. K. Hoa, Fr. s.s. 1,151, Garlick, 23rd July—Scandinavia and Manila 20th June Gen.—M. & Co.

Leopold, Jap. s.s. 1,800, 20th June Gen.—M. & Co.

Phyllis, Jap. s.s. 1,800, 20th June Gen.—M. & Co.

Tessman, Jap. s.s. 1,800, 20th June Gen.—M. & Co.

U.S. S. N. Co., 20th June Gen.—M. & Co.

Y. K.

| | Montague, Br. s.s. 6,053, |
|--|---------------------------|
|--|---------------------------|

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | POSITION AS PER LAST REPORT | LAST DIVIDEND. | APPROXIMATE PERCENTAGE QUOTATION BASED ON LAST YEAR'S DIV. | CLOSING QUOTATIONS. |
|--|----------------|----------------|----------|--|--------------------|---|-------------------------------------|
| | | | | RESERVE. | AT WORKING ACCOUNT | | |
| BANKS. | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 120,000 | \$125. | \$125 | \$1,300,000 \$1,00,100 \$3,000,000 | \$2,023,988 | 5% for half year ending 31.12.09 @ ex 1/9 = \$15.11 | \$500 buyers \$49.70/- |
| National Bank of China, Limited | 99,975 | 47 | 46 | \$4,000 \$1,00,000 | \$30,558 | \$3 (London 6/6) for 1909 | \$76 buyers |
| MARINE INSURANCES. | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | \$1,00,000 \$1,00,000 \$1,00,000 | none | \$10 for 1908 | 6% \$170 ss. & 172 ss. |
| North-China Insurance Company, Limited | 10,000 | 15 | 15 | \$1,25,000 \$1,25,000 \$1,25,000 | Tls. 807,573 | Final of 7/6 making 15/- for 1908 | 5% Tls. 115 |
| Union Insurance Society of Canton Limited | 12,000 | \$250 | \$100 | \$1,00,000 \$1,00,000 \$1,00,000 \$1,00,000 \$1,00,000 | \$887,984 | Final of \$30 per share, making in all \$30 per share for 1908 and an interim dividend of \$30 per share for 1909 | 6% \$850 sellers |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | 50 | \$1,00,000 \$1,00,000 \$1,00,000 \$1,00,000 | \$70,017 | \$12 for year ending 31.12.08 and interim of \$3 on account of 1909 | 7% \$200 buyers |
| FIRE INSURANCES. | | | | | | | |
| China Fire Insurance Company, Limited | 20,000 | \$100 | \$20 | \$1,00,000 \$50,000 \$1,00,000 | \$4,00,406 | \$6 and bonus \$3 for 1908 | 7% \$112 sellers |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,00,000 | \$4,00,218 | \$27 for 1908 | 8% \$350 sellers |
| SHIPPING. | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$15 | \$25 | \$57,743 \$30,000 \$100,000 | Dr. \$37.7 | \$47 for 1906 | 5% \$7 sellers |
| Douglas Steamship Company, Limited | 30,000 | \$50 | \$50 | \$100,000 \$100,000 | nil | \$1 for year ending 30.6.1908 | 5% \$28 sellers |
| Hongkong, Canton & Macao Steamboat Co., Ltd | 80,000 | \$15 | \$15 | \$100,000 \$100,000 \$100,000 | \$20,066 | Final of \$12 for account 1910 | 8% \$320 sellers |
| Indo-China Steam Navigation Co., Ltd. (Preferred) | 60,000 | 45 | 45 | \$100,000 \$100,000 | \$13,755 | 6/- for 1907 on Preference shares only @ 1 ex 1/9 11/16-33. 154... (3rd ln. of 2/- per sh. (coup. No. 12) making 10 all 4/- for 1908 & interim of 1/- for ac. '09) | 5% \$65 sellers |
| "Shell" Transport and Trading Company, Limited | 2,000,000 | 45 | 45 | \$100,000 \$100,000 | \$192,994 | (A dividend of 7 1/2% for yr. ending 30.6. 1910) (A bonus of 5% for yr. ending 30.6. 1910) | 5% \$22 sellers 41% \$13 sellers |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$10 | \$10 | \$1,159 | | |
| REFINERIES. | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | \$100,000 \$100,000 | Dr. \$8,090 | \$10 per share for 1909 | 6% \$167 sellers |
| Luxon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | \$100,000 \$100,000 | Dr. \$125,893 | \$3 for 1897 | 5% \$26 sellers |
| Parak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 100,000 Tls. 6,02 | Tls. 100,000 | Tls. 10 for year ending 31.3.09 | 5% Tls. 800 sellers |
| MINING. | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | 15 | 15 | \$100,000 \$100,000 | none | Final of 1/6 making 3/- for 1909 | 9% Tls. 16 buyers |
| Headwaters Mining Company | 60,000 | Pa. 10 | Pa. 10 | none | none | First year | ... Tls. 12 |
| Raub Australian Gold Mining Company, Limited | 150,000 | 45 | 10/10 | \$4,378 | none | \$3 per share 13th dividend | 5% \$7 |
| Oriental Consolidated Mining Co., Ltd. | 50,000 | G \$10 | G \$10 | none | none | Final of Gold \$0.65 for 1909 in all G. \$1.15 | 41% |
| Docks, Wharves & Godowns | 500,000 | | | | | | |
| Fenwick (Geo.) & Co., Limited | 18,000 | \$15 | \$25 | \$25,375 | Dr. \$8,460 | \$1.75 for year ending 31.12.06 | 5% \$10 |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 60,000 | \$50 | \$50 | \$50,000 \$30,000 \$10,000 | \$264,847 | \$2 1/2 for 1909 | 41% \$530 sellers |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | \$100,000 \$88,442 | \$4,18,755 | Interim of \$1 1/2 for account 1909 | 5% \$49 ss. & 49 b. |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | Tls. 100 | \$100,000 \$10,000 | Tls. 6,45 | Final of Tls. 3 making Tls. 6 in all or 1.9/10 | 6% Tls. 77 sellers |
| Shanghai and Hongkew Wharf Company, Limited | 50,000 | Tls. 100 | Tls. 100 | \$100,000 \$10,000 | Tls. 9,822 | Final of Tls. 4 making Tls. 7 for 1909 | 7% Tls. 119 sellers |
| LANDS, HOTELS & BUILDINGS. | | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Tls. 100 | Tls. 100 | Tls. 35,000 \$10,000 \$10,000 | Tls. 4,314 | Tls. 6 for year ending 29.2.09 | 5% Tls. 101 sellers |
| Continental Stores, Limited | 10,123 | \$15 | \$15 | \$10,000 \$10,000 | \$24,075 | \$1.20 on old and 6% cents on first new issue | 6% \$16 buyers |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | \$50 | \$10,000 \$10,000 | \$1,377 | \$2.60 on old shares and 1.30 on new shares | 5% \$104 1/2 sellers |
| Hongkong Land Investment and Agency Co., Ltd. | 30,000 | \$100 | \$100 | \$100,000 \$20,000 | \$27.0 | 5% cents for 1909 | 7% \$102 sellers |
| Humphreys Estate & Finance Company, Limited | 150,000 | \$10 | \$10 | \$220,000 \$25,000 | \$5,471 | 45 cents for 1909 | 6% \$88 sellers |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$10 | none | \$169 | 5% cents for 1909 | 44% \$32 buyers |
| Shanghai Land Investment Company, Limited | 78,000 | Tls. 50 | Tls. 50 | Tls. 1,325,045 Tls. 30,000 none | Tls. 6,00,600 | Interim of Tls. 3 for 1910 | 6% Tls. 109 ss. ex. \$39 buyers |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | none | \$1,058 | Final of Tls. 3 making in all 3.80 per share for 1909 | 6% \$41 |
| COTTON MILLS. | | | | | | | |
| Two Cotton Spinning and Weaving Company, Ltd. | 20,000 | Tls. 50 | Tls. 50 | Tls. 250,000 \$10,000 | Dr. 10,991 | Tls. 11 for year ending 31.10.09 | 8% Tls. 120 sellers |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | \$20 | \$10 | \$100,000 \$100,000 | \$3,553 | 50 cents for year ending 31.7.08 | 5% \$41 sales |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 175,000 none | Tls. 8,872 | Tls. 74 for year ending 31.9.09 | 12% Tls. 57 |
| Liao-kung-mow Cotton Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | Tls. 10,000 Tls. 31,173 | Tls. 4,039 | Tls. 6 for 1909 | 7% Tls. 70 |
| Sey Chee Cotton Spinning Company, Limited | 2,000 | Tls. 50 | Tls. 50 | Tls. 31,173 | Tls. 25 for 1909 | Tls. 240 | 10% Tls. 142 ss. |
| MISCELLANEOUS. | | | | | | | |
| Hill's Asbestos Eastern Agency, Limited | 8,604 | 12/6 | 12/6 | \$1,500 | \$648 | 15% per share for 1908 | 5% \$10 buyers |
| China-Borneo Company, Limited | 60,000 | \$12 | \$12 | \$10,000 | NIL | 60 cents for 1909 | 5% \$91 sellers |
| China Light and Power Company, Limited | 50,000 | 35 | 35 | none | none | 60 cents for year ended 28.2.06 | 5% \$140 sellers |
| Do. Do. Special shares | 50,000 | \$1 | \$1 | none | none | 80 cents for 1909 | 5% \$82 sellers |
| China Provident Loan & Mortgage Company, Ltd. | 125,000 | \$10 | \$10 | \$100,000 \$10,000 | \$1,893 | \$1.20 for year ending 31.7.09 | 6% \$14 buyers |
| Dairy Farm Company, Limited | 40,000 | \$7 | \$0 | \$1,000 \$1,000 | \$670 | Final of 40 cents making in all 75 cents per share for 1909 | 6% \$68 |
| Green Island Cement Company, Limited | 400,000 | \$10 | \$10 | \$53,000 \$5,000 | none | 14 per cent, viz. \$1.40 for 1909 | 12% \$14 buyers |
| H. Price & Company, Limited | 12,000 | \$10 | \$10 | \$1,000 \$1,000 | none | A dividend of \$1.20 per share and a bonus of 10 cents | 5% \$148 buyers |
| Hongkong Electric Company, Limited | 60,000 | \$10 | \$10 | none | \$11,793 | Final of \$8 for 1912 | 6% \$135 buyers |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | \$10,000 \$10,000 | \$7,616 | Final of \$1 making in all \$1 for 1915 | 9% \$12 buyers |
| Hongkong Rose Manufacturing Company, Ltd. | 60,000 | \$25 | \$25 | \$10,000 \$10,000 | \$6,176 | and interim dividend of Tls. 12/2 for 1910 | 12% Tls. 1,420 ss. |
| Maaatschappij tot Mijn, Hoog- en Landbouwspoor in Langkaa, Limited | 25,000 | Gs. 100 | Gs. 100 | Tls. 547,500 Tls. 63,024 | Tls. 116,682 | 80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10 | 5% \$14 sellers |
| Peak Tramway Company, Limited | 25,000 | \$10 | \$10 | none | \$3,014 | None | 5% \$160 sellers |
| Peak Tramway Company (new) | 50,000 | \$20 | \$20 | none | \$2,640 | Final Tls. 5 making Tls. 8 for 1908 | 5% \$10 |
| Philippine Company, Limited | 75,000 | \$10 | \$10 | none | none | | ... |
| Shanghai-Sumatra Tobacco Company, Limited | 10,000 | Tls. 20 | Tls. 20 | Tls. 75,000 | Tls. 6,350 | Final Tls. 5 making Tls. 8 for 1908 | 2% Tls. 170 sellers |
| Societe des Pâtes et Papeteries du Tonkin | 15,200 | Benefit shares | 50 | none | none | First year | 5% \$100 sellers |
| South China Morning Post, Limited | 6,000 | \$25 | \$25 | none | none | None | 5% \$800 Hongkong currency |
| Steam Laundry Company, Limited | 20,000 | \$25 | \$25 | none | none | None | 5% \$100 buyers |
| Union Waterboat Company, Limited | 50,000 | \$10 | \$10 | \$1,000 \$1,000 | \$1,000 | 10% for year ending 31st May 1910 | 5% \$35 buyers |
| United Asbestos Oriental Agency, Limited | 10,000 | \$10 | \$5 | none | none | 60 cents for year ending 31.12.08 | 5% \$7 sellers |
| Watkins Limited | 10,000 | \$10 | \$10 | none | \$1,041 | 60 cents per ord. share for year ending 31.5.09 | 5% \$114 sellers |
| Watson (A.S.) & Co., Limited | 90,000 | \$10 | \$10 | \$100,000 \$25,000 | \$2,013 | 55 cents for 1909 | 11% \$114 buyers |
| William Powell, Limited | 15,000 | 5 | 5 | none | \$782 | None | 5% \$100 sellers |

Intimations

COMPANIA GENERAL DE TABACOS